

ILLEGIB

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NO FOREIGN DISSEM

PIR

PHOTOGRAPHIC INTELLIGENCE REPORT

DECLASS REVIEW by NIMA/DOD

ASSESSMENT OF BOMB DAMAGE

ALONG THE HANOI -

VINH RAIL LINE

IMAGERY
ANALYSIS
DIVISION

CIA/PIR 65012

DATE August 1965

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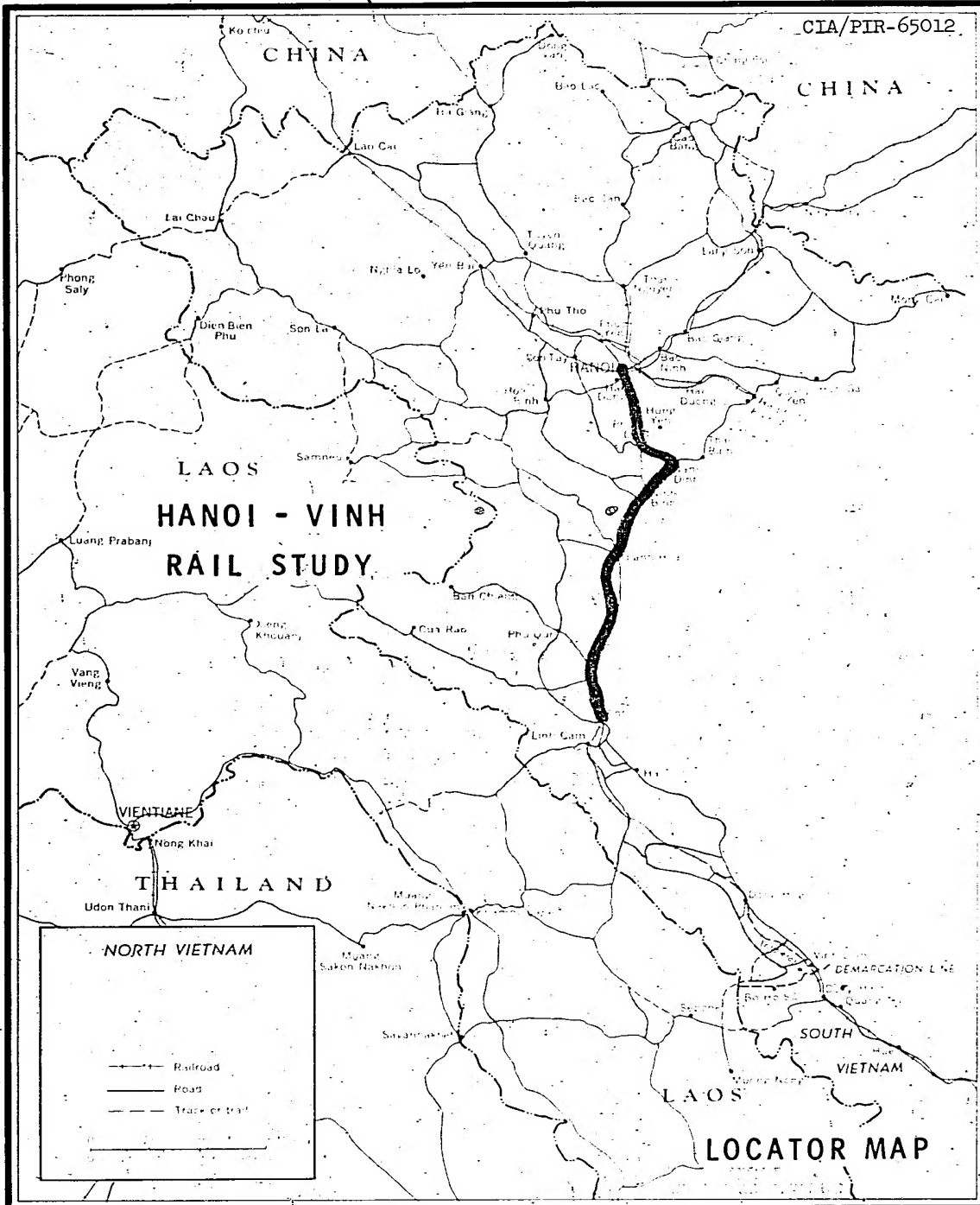
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CIA/PIR-65012



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CIA/PIR-65012

CIA IMAGERY ANALYSIS DIVISION

ASSESSMENT OF BOMB DAMAGE ALONG
THE HANOI - VINH RAIL LINE

This report is based on an analysis of recent aerial photography in an effort to determine the extent of bomb damage to the Hanoi - Vinh Rail Line and also to determine the compensative action (if any) taken by the North Vietnamese in an attempt to rehabilitate their railroads.

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Bomb damaged facilities described herein are annotated on the enclosed maps (Figures 1 through 5) and selected examples are illustrated by the enclosed annotated photographs (Figures 6 through 9). Facilities annotated on the enclosed maps are in the same numerical sequence in the text of this report. Details are as follows:

1. No recent good quality photographic coverage.
2. Rail line serviceable. No apparent damage to yards or bridges.
3. Ninh Binh combination rail and highway bridge 20 15N - 105 59E is unserviceable, one span dropped. No evidence of repair. A ferry crossing currently under construction is located immediately west of the bridge. (See Photo No. 1)
4. Bien Son rail yard 20 03N - 105 51E was damaged, several bomb craters are apparent in the yard. No apparent attempt was made to repair this yard.
5. Dong Phong Thuong combination rail and highway bridge 19 59N - 105 50E is unserviceable, two spans were dropped and one damaged, there was no evidence of any attempt to repair. A ferry site, under construction, is located immediately east of the bridge. (See Photo No. 2)
6. Thanh Hoa combination rail and highway bridge 19 50N - 105 47 is serviceable to truck traffic and possible serviceable to rail traffic. Damaged approaches to the bridge have been repaired. A ferry site is located immediately east of the bridge.

- 1 -

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7. 19 39N - 105 42E rail line interdicted on the north approach to a small bridge. There was no evidence of any attempt to repair the rail line.

8. Thuong Quang rail bridge 19 37N - 105 42E was heavily damaged. There was no evidence of any attempt to repair the bridge. A possible ferry site under construction is located immediately west of the bridge.

9. 19 32N - 105 42E rail interdicted on both approaches of a small bridge. A ferry crossing under construction is located immediately west of the bridge.

10. Nhan My rail yard 19 26N - 105 45E is heavily damaged. Rail interdicted at several points. There are ten pieces of damaged rolling stock abandoned in the yard. No evidence of any attempt to repair.

11. Dong Ky rail bridge 19 21N - 105 43E was heavily damaged. The southernmost span appears to be dislocated, and the southern approach is also interdicted. No evidence of any attempt to repair the bridge. No ferry crossing located at this site.

12. Qui Vinh rail bridge 19 15N - 105 41E has the two northernmost spans dropped. The northern approach was heavily damaged. There was no evidence of any attempt to repair the rail line; however, a possible temporary rail bridge is being constructed immediately east of the destroyed bridge and a possible by-pass line is under construction in this area. (See Photo No. 3)

13. Dien Chau rail bridge 18 58N - 105 34E was heavily damaged. There was no evidence of any attempt to repair the bridge. No ferry crossing in this area.

14. Tam Da combination rail and highway bridge 18 50N - 105 39E was heavily damaged. The rail was interdicted on both approaches and there was no evidence of any attempt to repair the rail line. A ferry crossing is located immediately west of the bridge.

15. Vinh rail yards NW 18 40N - 105 39E were heavily damaged. There are several bomb craters presently in the yard. There was no evidence of any attempt to repair the yards. There are 62 pieces of rolling stock on the main line immediately north of the yards. (See Photo No. 4)

- 2 -

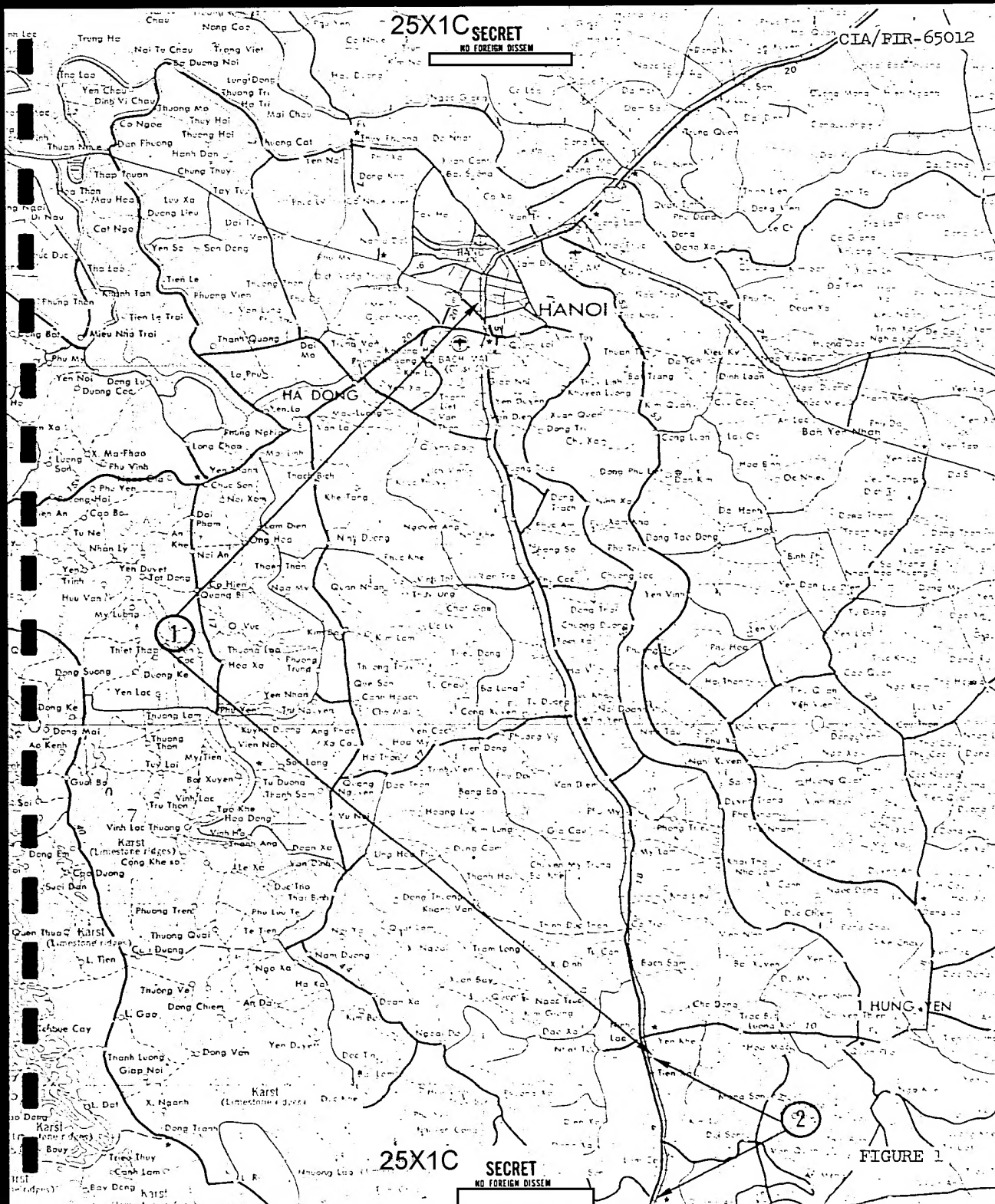
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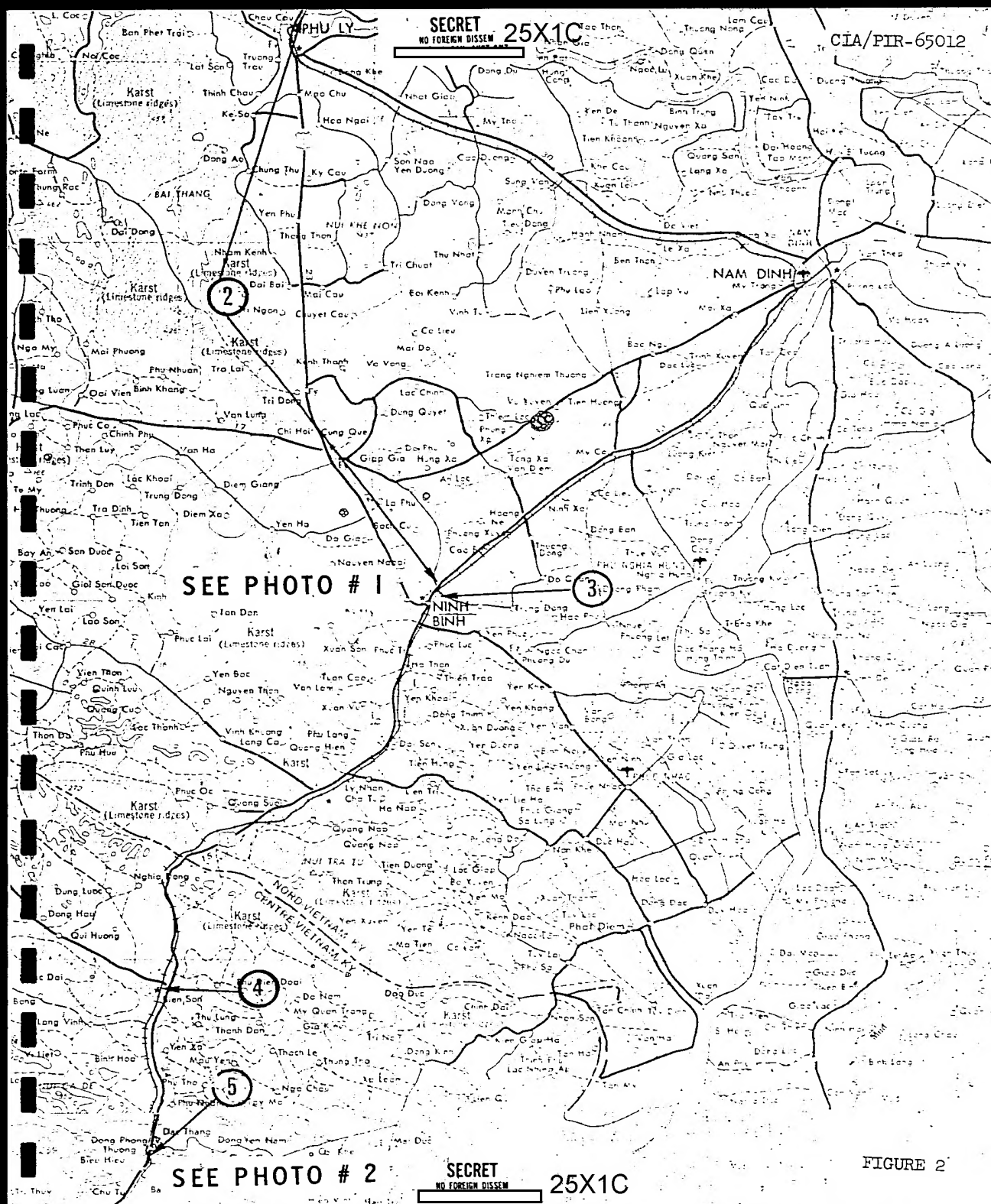
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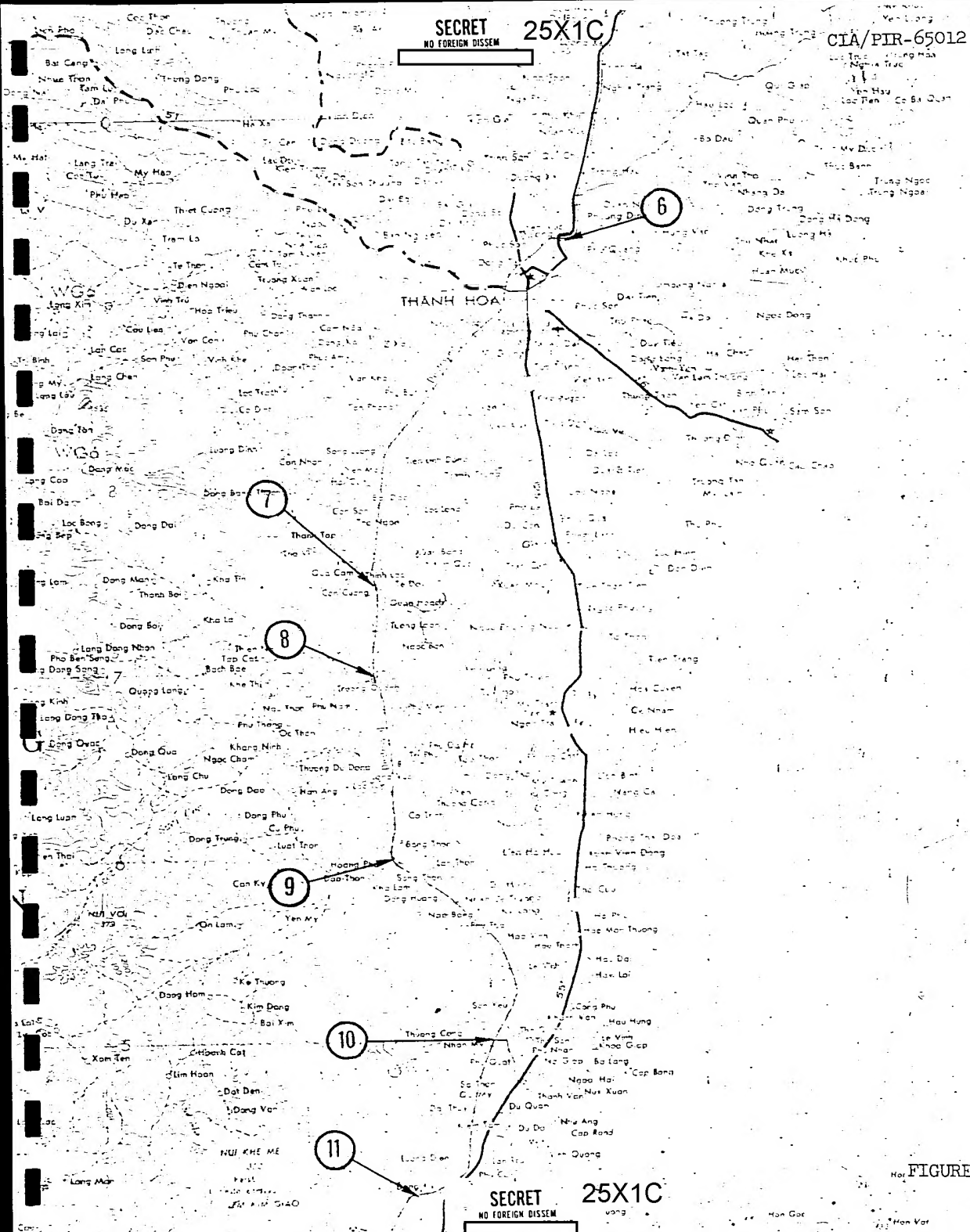




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NO FOREIGN DISSEM

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FIGURE 3

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CIA/PIR-65012

SEE PHOTO # 3

12.

13.

14

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FIGURE 4

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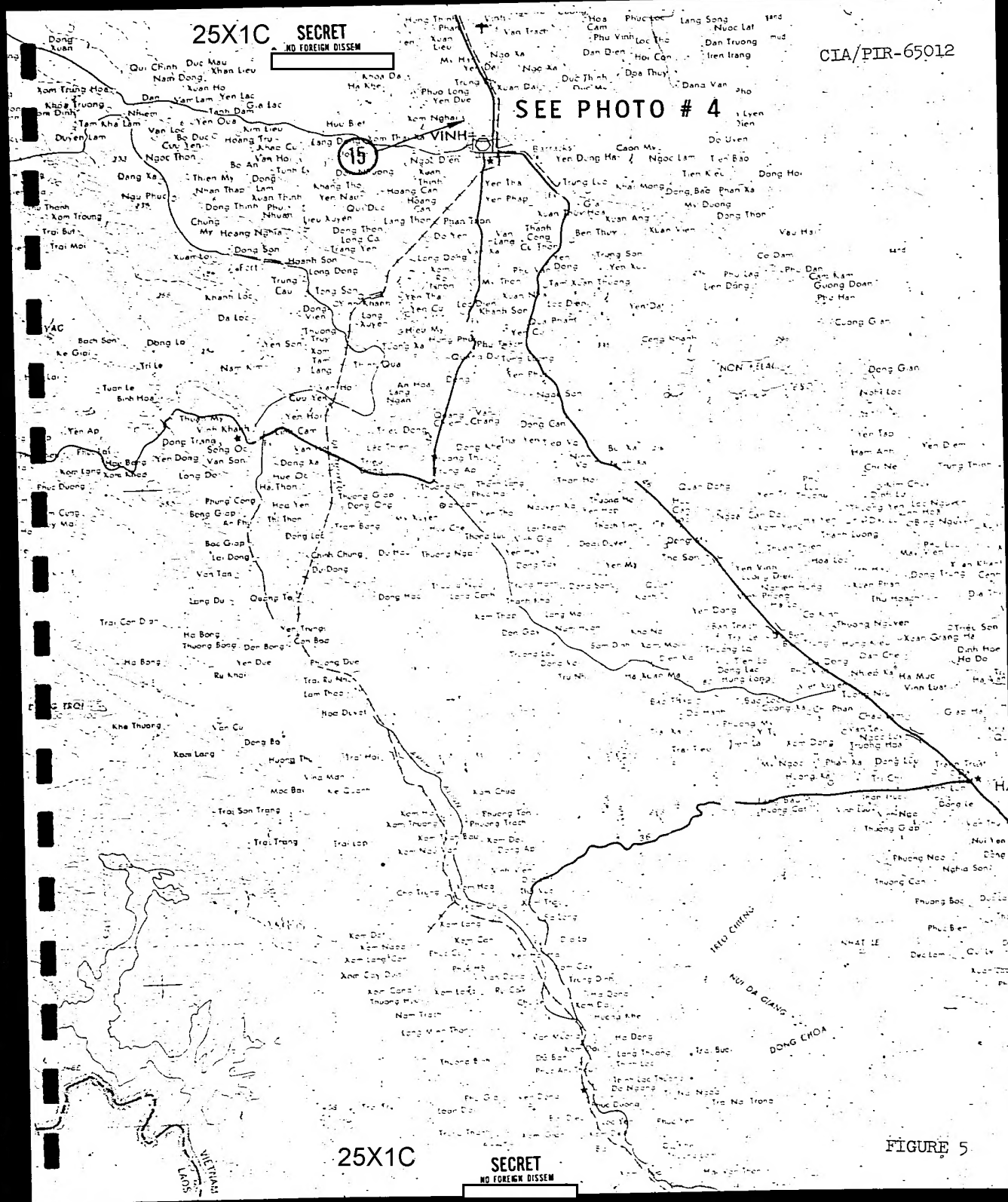
SEE PHOTO # 4

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FIGURE 5



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ROUTE 10

FERRY SITE U/C

DROPPED SPAN

25X1D

NINH BINH ROAD
& RAILROAD BRIDGE
2015 N 10559 E

PHOTO # 1

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CIA, PIR-1571

FERRY SITE U/C

DROPPED SPAN

PHOTO # 2

DONG PHONG THUONG
ROAD & RAILROAD BRIDGE

25X1D

1959 N 10550 E

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FIGURE

12-1

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BRIDGE U/C

TEMPORARY
BY-PASS LINE

POSSIBLE BY-PASS

RAIL LINE U/C

DROPPED SPAN



PHOTO # 3

QUI VINH RAILROAD BRIDGE

1915 N 10541 E

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FIGURE 8

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DAMAGED CARS

LINE INTERDICTION

PHOTO # 4

VINH RAIL YARDS N.W.

1840 N 10539 E

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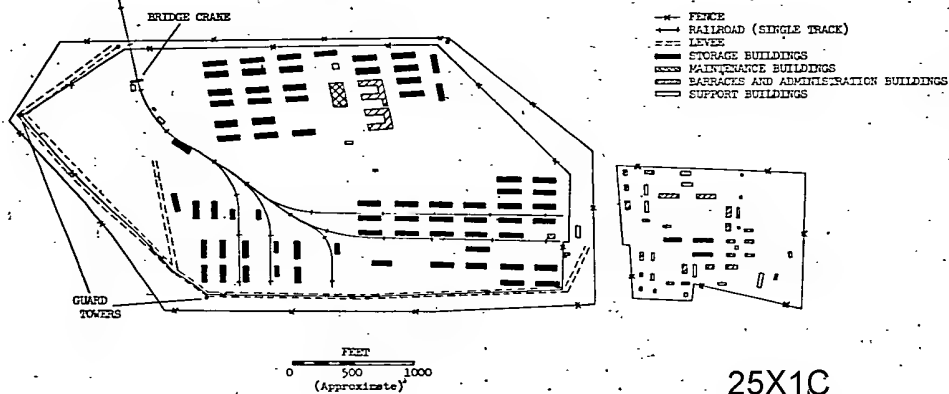
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TOP SECRET CHES-RIFF

BRVANSK ORDNANCE DEPOT BRVANSK II

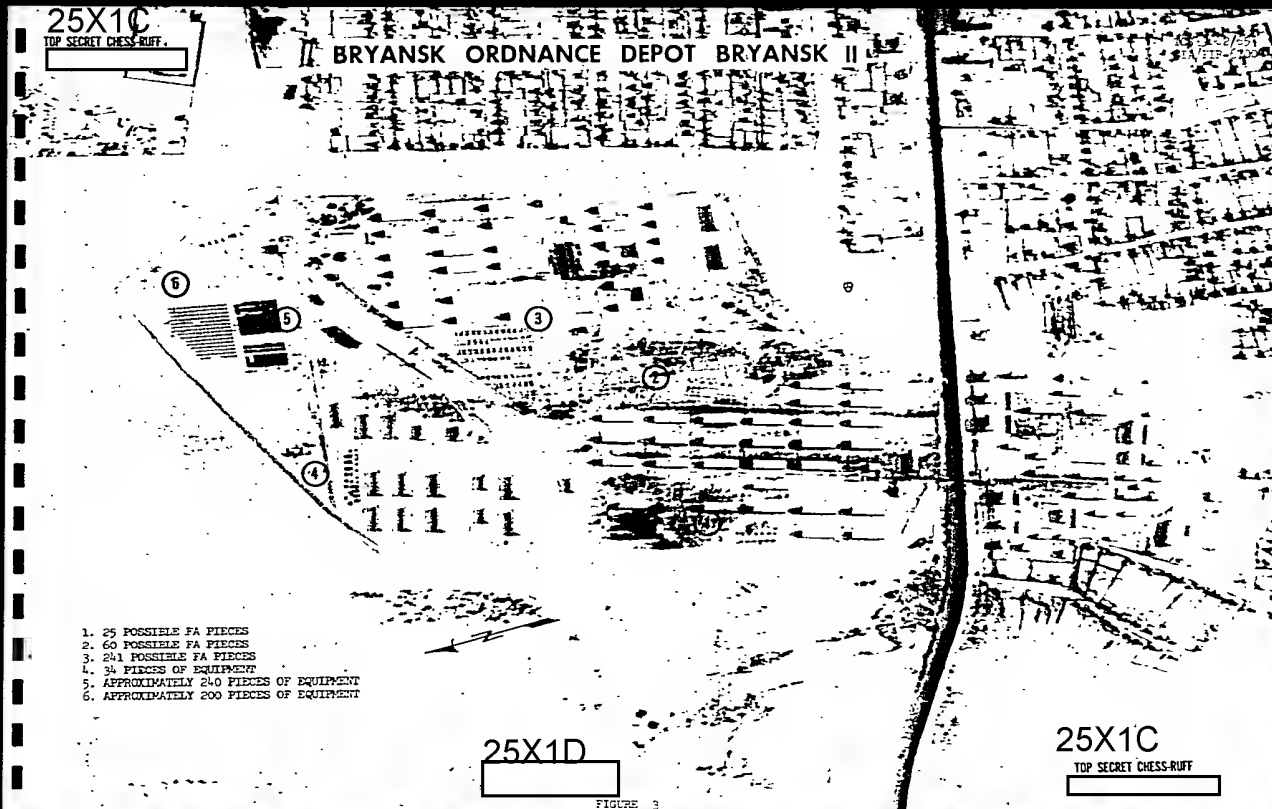
TCS 2002/65
CIA/TIS-4000



25X1C

TOP SECRET CHES-RIFF

FIGURE 2

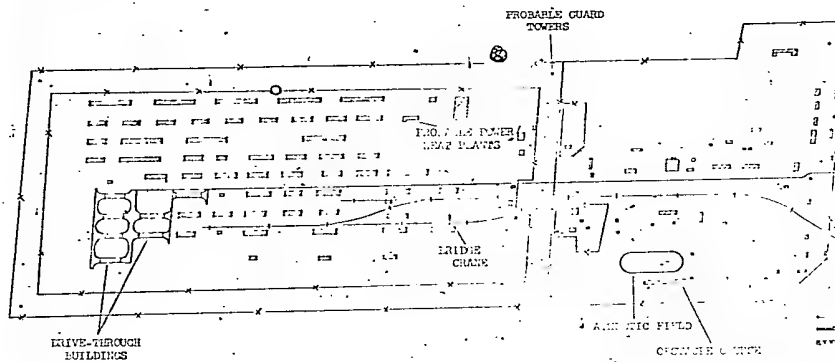


TOP SECRET CHESSE-BUFF

KEGICHENKA CRANESIDE DEPOT TERRITORY

TCS 9/02/85
CTA/PTP-C-009

25X1C

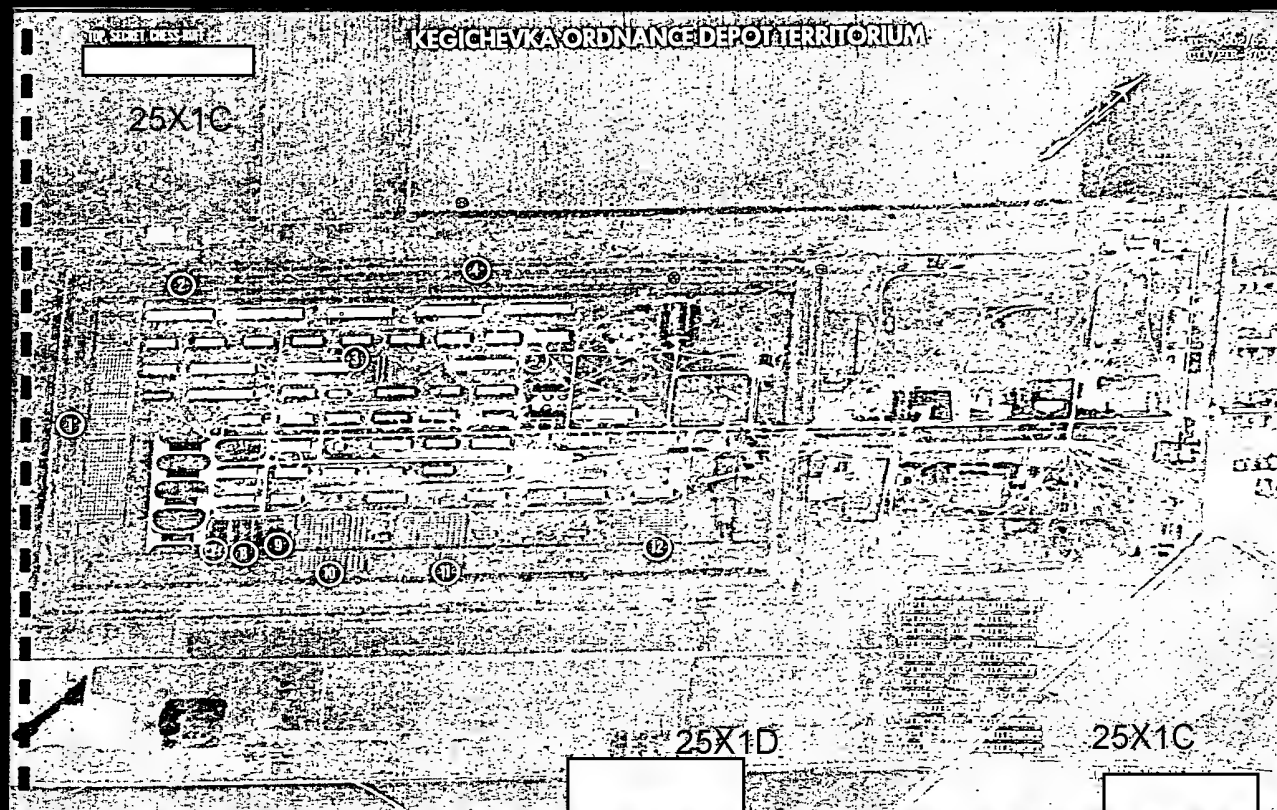


FEET
0 500 1000
(Approximate)

FIGURE 4

TOP SECRET CHESSE-BUFF

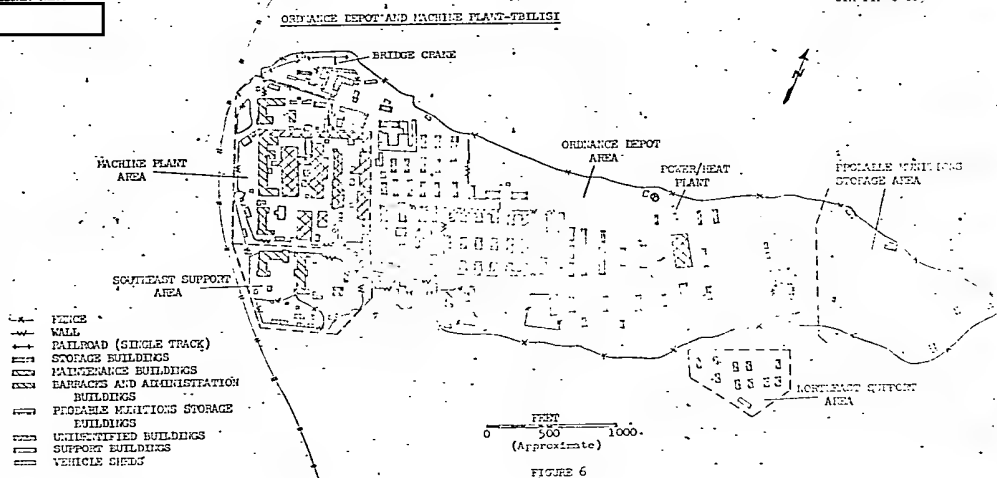
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25X1C

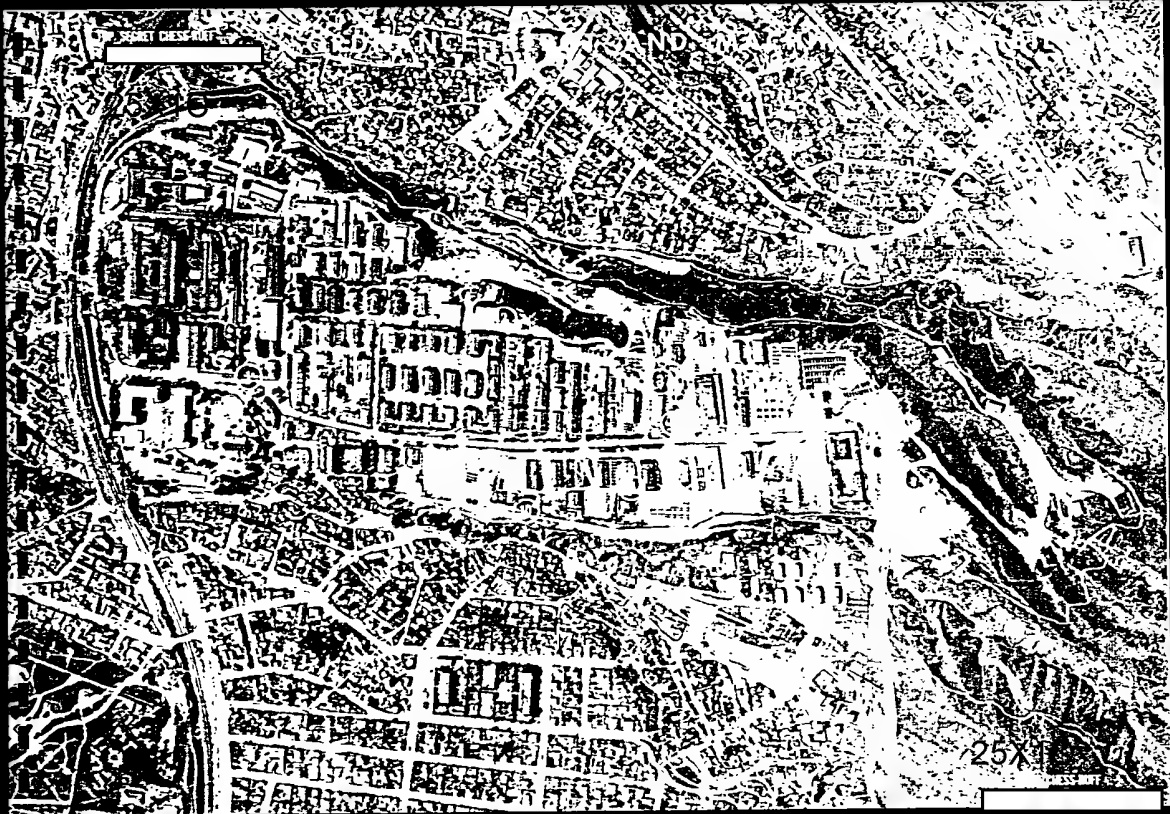
TOP SECRET CHSS-RUFF

TSS 08/65
CIA/HR-0009



TOP SECRET CHSS-RUFF

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TOP SECRET CHESS-RUEE

ONLY ON MARCH AND APRIL 1962 TWO

FROM:ILE.
GUARD TOWNS

STILL-ARM
FIRING RANGE

FROM THE RAIL TO ROADS
TRANSFER BUILDING

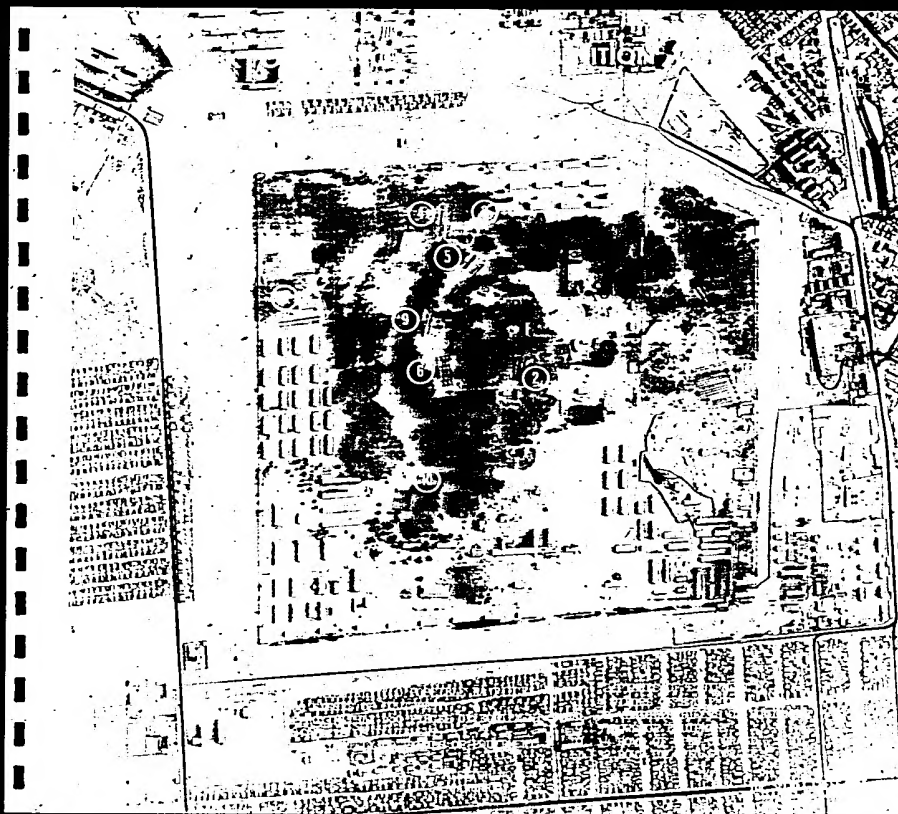
- FENCE
 - WALL
 ROAD
 RAILROAD (STUCK BACK)
 SWAMPY HILLSIDE
 MINING CAMP
 BRIDGE AT MOUNTAIN PASS
 BUILDING
 SWAMPY HILLSIDE
 ROAD
 BRIDGE AT MOUNTAIN PASS
 SWAMPY HILLSIDE

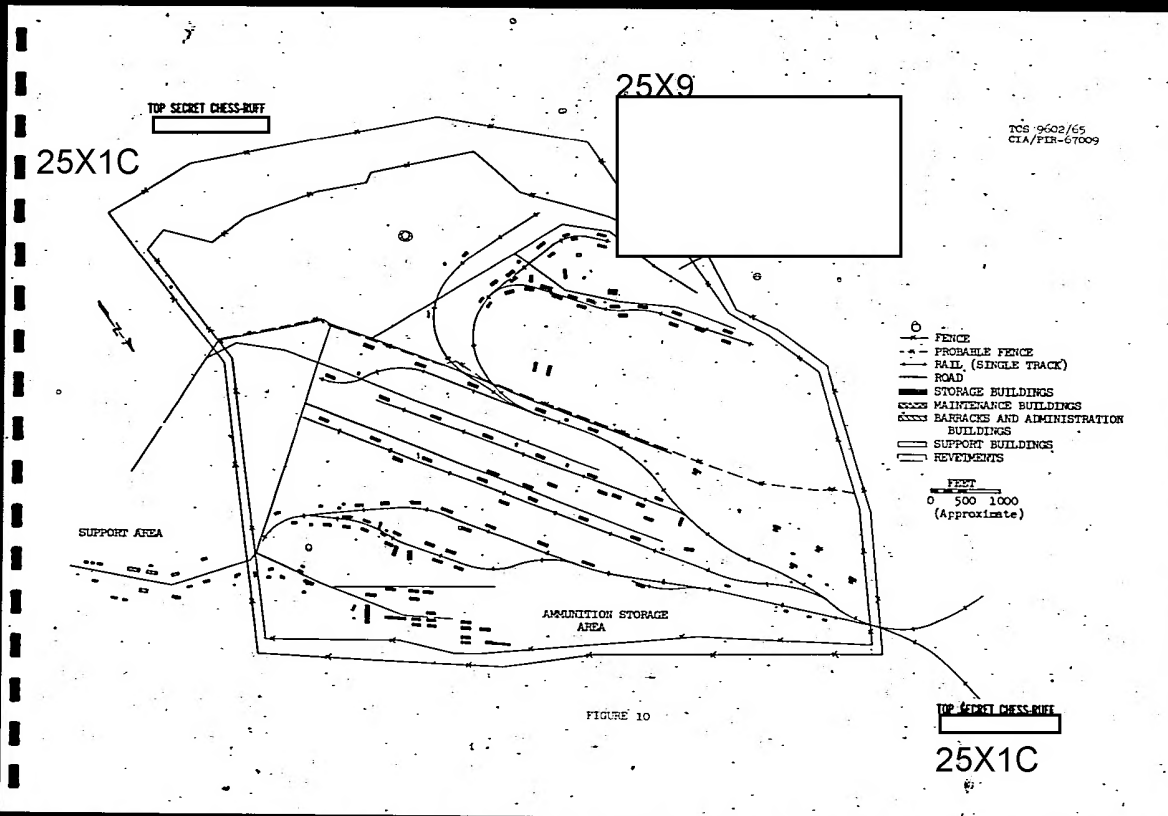
$$C = \frac{1}{2} \left(\frac{1}{\lambda} + \frac{1}{\lambda'} \right)$$

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THE GREATEST MURDER MISTERY

FIGURE 9





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